

the Municipality. All these points will not be lost sight of. They will be carefully recorded and considered when questions affecting the Trivandrum Municipality come up before the Government from time to time.

105. Needs of the Neduvangad taluk.

MR. KANAKKU PARAMESVARAN PILLAI KESAVA PILLAI (*Member, Neduvangad taluk*) said that the pace at which *puduvai* lands had been registered minimised the facilities for grazing cattle and made it difficult to obtain green-leaf manure. The forest authorities did not allow grazing or collection of green-leaf manure from reserved forests. The areas set apart as grazing reserves were mostly inaccessible and contained no grass or were subject to fires during summer. Encroachments had with impunity been made on the grazing grounds, as for example, survey Nos. 1238, 2697 and 2698 in the Neduvangad *pakuthi*, survey No. 2920 in the Anad *pakuthi* and survey Nos. 914 and 857 in the Vempayam *pakuthi*.

Irrigation facilities were not adequate. Storage tanks are few and neglected. No action was taken to evict trespassers who had encroached on some of these tanks. The Kolayikonathu *chira* and Kolakkot *chira* situated within less than a mile of the Taluk Cutcherry were silted up. Though the Government accepted the resolutions of Mr. T. Kumara Pillai and Mr. T. K. Velu Pillai regarding minor irrigation works discussed in the Legislative Council, no tank had yet been restored or improved in the Neduvangad taluk. The production of food stuff should be increased by the development of agriculture which required such facilities as were indicated above. More lands should be brought under cultivation by disafforestation from the reserves, and the people of the taluk should be given preference in the matter of registry of such lands.

The Velland-Kattakada road, the road from Pazhukutti to the M. C. Road, the road from Aryanad to Kadakadu, and the road from the 13th mile of the Ponmudi road to Venjaramud required immediate attention. The trace from Pothenkod to the 16th mile of the M. C. Road was also in an extremely bad state of disrepair.

The Departments of Agriculture, Forest, Industries and Co-operation should not be allowed to remain as scattered units without any cohesion or continuity of policy. The Economic Development Board was neither supplying the necessary cementing force, nor co-ordinating the activities of the various departments in such a manner that inter-departmental rivalries were permanently removed. Such co-ordination was all the more necessary now that the Revenue Department which used to look after matters of common welfare had dwindled into a mere tax-collecting agency.

The tanks and roads should be improved, grazing reserves should be maintained and the area available for paddy cultivation should be increased by disafforesting swamps. The registry of the lands already thrown out of the reserve should be expedited.

DEWAN'S REPLY: Mr. Kesava Pillai, as you know, a committee was appointed to inspect the reserved forests and to select and report on the areas fit for paddy cultivation in the Kottarakara and Neduvangad taluks. The committee inspected the places and recommended four blocks of land having a total area of 117 acres in the Neduvangad taluk to be made available, and the Government have sanctioned the disafforestation of 50 acres of land. So you will see that a fair amount of land would be thrown open for cultivation in the Neduvangad taluk.

2. The question of the improvement of irrigation tanks will be taken up and considered if and when the ryots make application.

3. There is plenty of land—unreserved areas—from which ryots can take green-leaf manure and there is also a grazing block.

4. The Chief Engineer assures me that the roads you mention will be maintained with special care in future. In regard to some of the others, estimates have been called for.

5. Then you spoke of the improvement of the trace from Pothenkod to the 16th mile of the M. C. Road to render it fit for cart traffic throughout the year. This is a village road the conversion of which into a cart road is not found to be more urgent than numerous other roads all over the country. Therefore, it will have to stand over this year.